NAT AIRSPACE
CIRCLE OF ENTRY

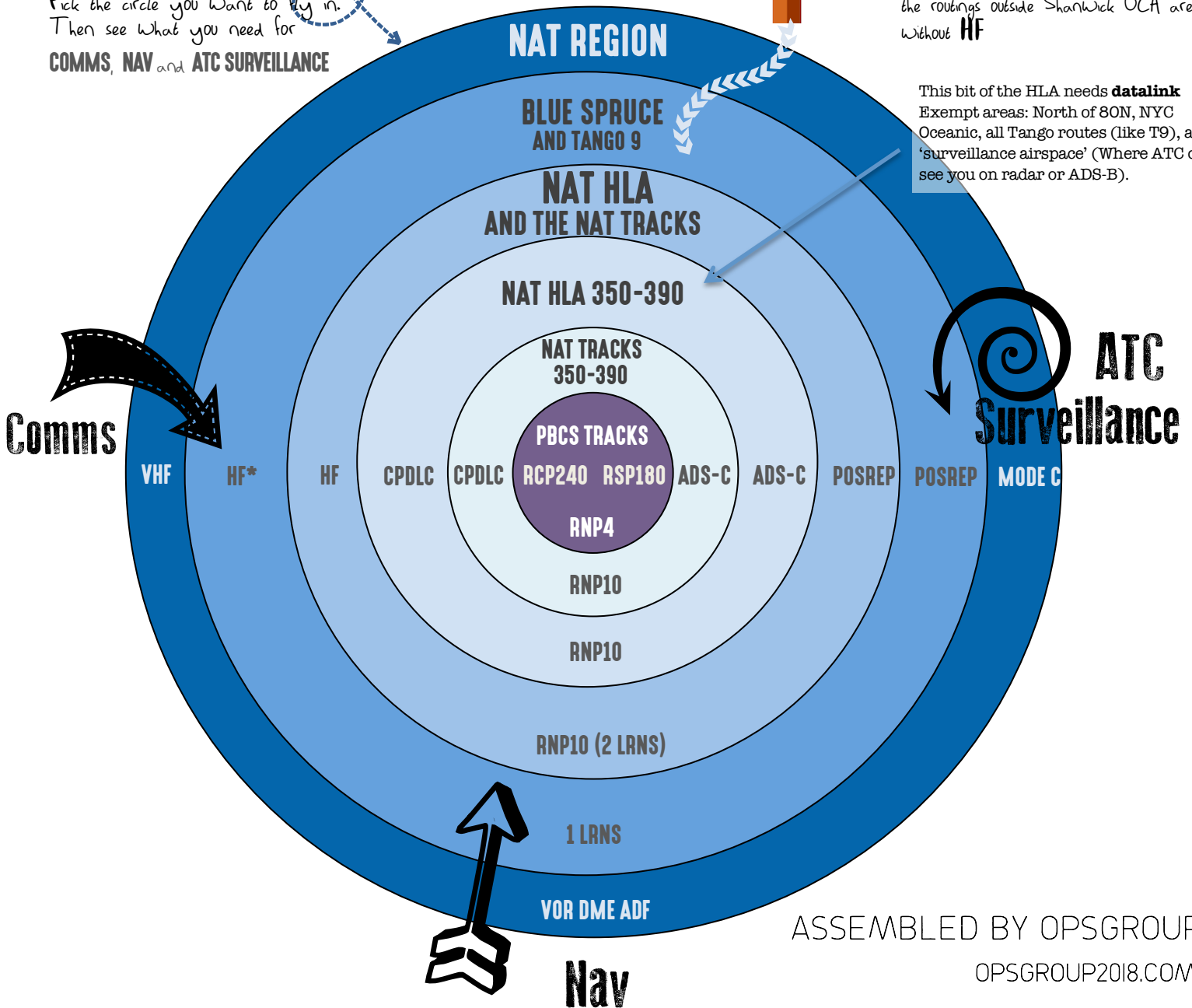10.2018

START HERE

Pick the circle you want to fly in. Then see what you need for **COMMS**, **NAV** and **ATC SURVEILLANCE**

* Use the **BLUE SPRUCE** routes when you are flying something old or something broken. You only need **1 LRNS** and **HLA APPROVAL** above FL285. Most of the routings outside Shanwick OCA are ok without **HF**

This bit of the HLA needs **datalink** Exempt areas: North of 80N, NYC Oceanic, all Tango routes (like T9), and 'surveillance airspace' (Where ATC can see you on radar or ADS-B).

NAT REGION

BLUE SPRUCE AND TANGO 9

NAT HLA AND THE NAT TRACKS

NAT HLA 350-390

NAT TRACKS 350-390

PBCS TRACKS RCP240 RSP180 RNP4

RNP10

RNP10

RNP10 (2 LRNS)

1 LRNS

VOR DME ADF

Comms

VHF · HF* · HF · CPDLC · CPDLC · ADS-C · ADS-C · POSREP · POSREP · MODE C

ATC Surveillance

Nav

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Yep, it's hard …

>>> … TO KEEP UP. Here's why. Since ADS-C and CPDLC came on the scene, ATC can run airplanes tighter together (**RLAT** =25nm, and **Rlong** =5 mins in trail) and that means more requirements in CNS – Comms, Nav, Surveillance. The Nav part is easy – that's **RNP** - and RNP10 is the new minimum in NAT HLA. For the other two, **PBCS** covers the minimum requirements for Comms – **RCP240** means a 4 minute loop from the controller spotting a conflict to the airplane completing the resulting manoeuvre, and for Surveillance, **RSP180** means position reporting within 3 minutes.

>>> OTHER STUFF To get into the best airspace – the PBCS NAT Tracks between 350-390 – you need to have all the datalink goodies (**ADS-C** and **CPDLC**) as well as **RCP240** and **RSP180**. You need **TCAS 7.**1 everywhere. No exceptions. You need **RVSM** between FL290-410 inclusive, but you can climb/descend through the HLA without it. You must have **HF** to enter the Shanwick OCA. You need **HLA APPROVAL** to enter NAT HLA airspace.